

OXC 6084
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4 December 63

MEMORANDUM FOR THE RECORD

**SUBJECT : Summary Comments on DNRO Letter Dated
11/15/63 titled "Pratt & Whitney JT-11
Development and Test Program"**

1. Subject letter raises explicit questions regarding the Pratt & Whitney proposed fiscal year 1965 development program. It also raises implicit questions of interpretation of the difference between Headquarters' interest for the A-12 mission and USAF interest for follow-on aircraft. The attachment deals with each question, reflecting the writer's opinions and understandings.

2. The crux of subject letter is to request comments and recommendations for establishing a proper level of engine development effort for fiscal year 1965.

The major portion of development in FY 1965 will be devoted to the 150 hour J engine for USAF requirements with a lesser portion devoted to the 50 hour Y engine for OXCART. A substantial effort to support both of these programs obviously is necessary. The OXCART Y engine will benefit not only in terms of flight program support but also through retrofit of J engine parts which will tend to increase durability, performance, and engine life.

In order to establish the proper level of development in FY 1965, a realistic assessment of the then existing problem areas must be made. Prerequisite to this assessment is completion of the 150 hour mission qualification test (MQT) in 1964 for the J engine and additional high and fast flight experience for the Y engine. Since neither of these prerequisites are satisfied now and probably will not be before late FY 1964, no firm basis exists for estimating this proper level of effort.

To provide the best available answer to this question now requires a "best guess" approach. The P&W "best guess" approach is to propose the maximum effort (7200 hours) available with existing facilities. This is based on their comparison of JT-11 hours with past J-57 and J-75 experience in terms of test hour rate per year before and after MQT. By comparing J-57/J-75 hours, however, with total J-58 hours and presenting the comparison in terms of total hours accumulated at any point in time, it can be

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referring to Project OXCART

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shown that an argument exists for proposing 5000 hours for FY 1965 rather than 7200 hours. This is covered in paragraph 5b of the attachment. On this basis therefore it might be logical to expect the requirement to fall between 5000 and 7200 hours and to target 5000 hours for FY 1965 but retain enough flexibility in the budget to increase this level to 7200 hours if the situation so warrants after the J engine MQT and after accumulating more Y engine flight experience.

3. Since subject letter raises questions concerning the interpretation of Headquarters' and USAF interests and since the USAF J engine is heavily involved, it is recommended that coordination be effected and documented with appropriate USAF representatives prior to a formal answer.

SIGNED

[Redacted]
**Aircraft Systems Division
(Special Activities)**

50X1

Attachment - 1**ASD/OSA** [Redacted] **(4 Dec 63)**

50X1

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